[For information on the taxation system in Kashmir as administered from Jammu, see 1: Lawrence, AV4 Kashmiri, category 116, Chapters XVII and XVIII, pp. 399-453. -- Analyst]

1: Drew G-3 (1862-1872) 1875 AV1 Kashmir AV1

some contact with it occurred indeed during the time from the sixteenth century onwards from the passage near, if not through, the country of the Mughal Emperors of Delhi towards Kashmir; or again when one of the Western invaders of India swept along at the foot of the hills, and the hill-men were able to annoy his armies while congratulating themselves on the rugged character of their own country, which made it by its poverty unattractive and by its difficulty of access even repulsive to those bent on rapid conquest and plunder. A little after the middle of the last century we find that the power of the Jummoo ruler, exercised either directly or by feudatory chiefs owing allegiance, extended eastwards to the Rāvi River or nearly so, westwards to some miles beyond the Chināb, southwards for some little way into the plains, and northwards as far as the beginning of Middle Mountains. The feudatory chiefs, those for instance of Akhnūr, Dalpatpūr, Kiramchi, &c., governed their own subjects, but to the ruler of Jummoo they paid tribute and did military service. During a portion of the year they would be present at Jummoo itself, attending the court of the ruler and holding separate ones themselves. At this day various spots in that town are remembered where each of these tributaries held his court on a minor scale. Doubtless there was some petty warfare, resulting sometimes in an extension and sometimes in a contraction of the power of the central ruler; but usually the chiefs were more occupied in sport than in serious fighting, and the various families continued in nearly the same relative positions for great lengths of time.

The rest of the Outer Hills and some of the Middle Mountain tract were thus occupied:—Eastward of Jummoo there were independent rulers at Basoli and Kishtwār, of Rājpūt caste, some few details of whose history will be given as we come in our geographical survey to each of those places. North-westward of Jummoo were the two small states of Bhimbar and Rājaori, whose rulers were Muhammadans, Muhammadanised descendants of Rājpūt Rajas, still bearing the Hindū title of Raja and still recognized as belonging to certain subdivisions of the Rājpūt caste. These two had, I think, become more closely connected

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together, these two are covered with twigs again; on these animals are made to cross, the small sure-footed mountain horse with load gingerly steps forward and slowly proceeds for there is no turning back. In one place at least there still remains a sort of pulley "bridge". This consists of a thick plaited leather rope—some six or eight strands strong. The traveller sits in a rope loop which is suspended from another ring which runs on this rope. He has a line attached to his precarious seat and with this is pulled across, rather after the fashion of a breeches-buoy.

In places the road is made by driving stakes of wood into the rock face, others are rested across these and covered with shale. It is surprising how loose the track will get, how many stakes will have rotted, how close to the cliff face a man will have to get because of the weakened portion, before it is repaired. I have been told by more than one that it was not thought necessary to mend a rope bridge or a made-up, shelf-like track until someone had fallen through or over it. This was explained to me in all seriousness just as I was about to cross one after commenting on the frayed handrail.

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The most generally known Gilgit Road is that which goes from Srinagar to Gilgit, a distance of about two hundred and twenty-five miles—fifteen marches. Until close on the end of the last century, the mere mention of the Gilgit Road to a Kashmiri villager terrified not only him but his whole family, for at Gilgit a garrison was maintained by the Kashmir State; this had to be kept supplied, and forced labour—known as "beggar"—was "recruited" for the work. The so-called road was then but a track which could not be used for pack ponies, with the result that coolies had to carry the loads, and the Kashmir State sepoys press-ganged these men from outside the city. On news reaching the villages that the soldiers were searching out coolies, the able-bodied men and usually the whole village made for the hills or forests leaving only the very old and the sick behind. There they would remain until all possibility of the men being taken had passed. If they were so unfortunate as to be caught unawares, only large bribes would buy the sepoys off; for the rest, the families wept and prayed. Even then the aged fathers would not give up hope and followed the troops to where they had collected, for many more men than were needed were brought

2: Gervis T-3 (no date) 1954 AV1 Kashmir AV1

499 651 to that centre, and here a few could still be bribed out. It was known that a large percentage would never return to their families. The years thinned the breadwinners, the fields were tended and the crops gathered by the old and very young.

[482] The hundreds of coolies were collected together at Bandipura; here they were loaded up with the sacks of food for the garrison, loads which were two and even three times the recognised pack of fifty pounds. In addition to this they had to carry their own rations, these being about two pounds of rice per day, a carrying crutch, a frame of sticks, rope for the back load, and topping all, a bundle of straw with which to make the straw shoes they would need. Their clothes and protection consisted of whatever they had brought for themselves; most had somehow managed to bring a blanket. It is little wonder that dozens died on the way, as they crossed the snow passes, slipped on the rough track, or dropped from weakness and exposure.

[567] The dreadful thing was that even when they eventually reached Gilgit there was always the chance that they would be sold into slavery or captured by the tribesmen of that part. Tyndale-Biscoe tells of the grandfather of one of his servants, who had been forced to make this march, being exchanged for a Chinese dog; later he escaped and somehow managed to return to the Valley to tell his story. And it was not unusual for those fortunate ones who were returning to be press-ganged again to carry loads that dead or sick men in caravans following had dropped; whilst there was no assurance that next year they might not again be taken.

499 648 Then the threat of the Russian advance into India through Kashmir caused the Government of India to take over this Gilgit garrison, and in order to ensure maintenance of lines of communication, in 1892 a military road was made between Gilgit and Bandipura, the place where the coolies had been loaded, for there already existed a road as far as that town. The making of the road in those days was a great engineering achievement in the short space of time that it took. Pathans from the North-West Frontier were used for the work, at times they worked with spade in the hand and rifle at their elbow, the way being through tribal areas where the peoples resented the

that the old bridges had weathered many a serious flood. Not long ago two of the bridges, the Habba Kadal and the Zaina Kadal, had rows of shops on them reminding one of Old London Bridge, but these have now been cleared away.

Srīnagar to Gilgit.

The distance by road from Srīnagar to Gilgit is 228 miles, and the traveller can reach Bandipura at the head of the Wular Lake by boat or by land. The Gilgit road, which cost the Kashmīr State, in the first instance, 15 lakhs, is a remarkable achievement, and was one of the greatest boons ever conferred on the Kashmīri subjects of the Mahārājā. Previous to its construction supplies for the Gilgit garrison were carried by impressed labourers, many of whom perished on the passes, or returned crippled and maimed by frost-bite on the snow or accident on the goat paths that did duty for roads. The journey to Gilgit before 1890 has been aptly compared with the journey to Siberia. Now, supplies are carried on ponies and the name Gilgit is no longer a terror to the people of Kashmīr.

From Bandipura a steep ascent leads to the Raj Diāngan pass (11,800 feet), a most dreaded place in the winter months, when the cold winds mean death to man and beast. Thence through a beautifully wooded and watered country, past the lovely valley of Gurais, down which the Kishangangā flows, the traveller has no difficulties till he reaches the Burzil pass (13,500 feet), below which the summer road to Skārdu across the dreary wastes of the Deosai plains branches off to the north-east. This is a very easy pass in summer, but is very dangerous in a snowstorm or high wind.

Descending from the Burzil the whole scene changes. The forests and vegetation of Kashmīr are left behind, the trees are few and of a strange appearance, and the very flowers look foreign. It is a bleak and rugged country, and when Astor (7,853 feet) is left the sense of desolation increases. Nothing can be more dreary than the steep descent from Doian down the side of the arid Hattu Pīr into the sterile waste of the Indus valley. It is cool at Doian (8,720 feet); it is stifling at Rāmghāt (3,800 feet), where one passes over the Astor river by a suspension bridge. The old construction was a veritable bridge of sighs to the Kashmīr convicts who were forced across the river and left to their fate—starvation or capture by the slave-hunters from Chilās. A little cultivation at Bunji relieves the eye; but there is nothing to cheer the traveller until the Indus has been crossed by a fine bridge, and 30 miles farther the pleasant oasis of Gilgit is reached.

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Tibet via Leh. In 1904-5 the total value of this trade was 61·2 lakhs. It is subject to considerable fluctuations owing to great physical difficulties, the keen rivalry of Russia, and the passive obstruction of Tibet. During the ten years ending 1901 the average value was 44·3 lakhs, the maximum being 62·2 lakhs in 1895-6, and the minimum 30·1 lakhs in 1891-2. The imports from Central Asia into Ladākh amounted to 17·8 lakhs. Of this, about 14 lakhs came from Chinese Turkistān and the balance from Tibet. Goods to the value of 11·3 lakhs found their way to the Punjab via Kashmīr, others going via Kulū. The chief articles were raw silk (5·9 lakhs), Russian gold coins (4·3 lakhs), raw wool (3 lakhs), and *charas* (2·2 lakhs). The exports from Ladākh to Central Asia amounted to 11·4 lakhs. Of this, goods to the value of 10 lakhs went to Chinese Turkistān and the remainder to Tibet. The more important articles of export were: European cotton piece-goods (3·4 lakhs); coral (1·2 lakhs); silk goods, European (1·8 lakhs), Indian (Rs. 54,000). The value of trade passing from India to Ladākh was 14·3 lakhs.

Means of communication.

The nature of the country renders communications difficult. In the valley proper the Jhelum forms a great waterway, but other rivers are not navigable. Throughout the greater part of the State the roads are chiefly fair-weather tracks and are not used for wheeled traffic. A cart-road has, however, been constructed from Srīnagar, through Bāramūla and down the Jhelum valley to Abbottābād in the North-West Frontier Province and to Murree in the Punjab, while another cart-road is being constructed from Srīnagar to Udhampur. The principal roads within the State lead from Srīnagar to Islāmābād and Jammu over the Banihāl pass (9,200 feet); to Shupiyan, Bhimbar, and Gujrāt in the Punjab over the Pīr Panjāl (11,400); to Gandarbal and Ladākh over the Zoji La (11,300); and to Gilgit over the Rājdiangan (11,700), and Burzil (13,500), or Kamrī (13,100). Much has been done in recent years to improve these routes, and a number of smaller roads, such as that from Srīnagar to Gulmarg, which is practicable for tongas. A road cess amounting to 2½ per cent. on the revenue has been imposed, in place of the forced labour which used to be exacted. The Jhelum is crossed by a number of wooden bridges on the cantilever principle at Srīnagar, and over the hill torrents swing frail suspension bridges consisting of cables made of plaited twigs or buffalo hide. The latter sometimes reach a span of 300 feet, and are renewed every three years, if they have not been carried away meanwhile by floods.

3: Imperial Gazetteer G-3 (1889-95) 1909 AVI Kashmir AVI

public works (30·8 lakhs), military (13·8 lakhs), privy purse and courts (10·9 lakhs), scientific and minor departments (2·1 lakhs), and land revenue (6·1 lakhs). The State is very prosperous, and has more than 46 lakhs invested in securities of the Government of India. 652

Currency. 436

The British rupee is now the only rupee used in the State. Previously three coins were current: namely, the *Akbar* rupee, value 8 annas, bearing the letters J.H.S. (these letters have given rise to many stories, but they were really a mint-mark to indicate Jammu, Hari Singh); the *shikki* rupee, value 10 British annas; the *Nānak shāhi* rupee, value 12–16 British annas.

Weights and measures. 80f

The *kharwar* or ass-load, which has for centuries past been the standard of weight, is equivalent to 177½ lb. The word is usually abbreviated to *khar*. Land measures are calculated not by length and breadth, but by the amount of seed required by certain areas of rice cultivation. It has been found by measurements that the *kharwar* of land—that is, the rice area which is supposed to require a *kharwar's* weight of rice-seed—exactly corresponds to 4 British acres. For length, the following measure is used:—

1 *girā* = 2½ inches.
16 *girās* = 1 *gaz*.
20 *girās* = 1 *gaz*, in measuring *pashmina* cloth.

There is no sealed yard measure in Srinagar, but from frequent experiment it was found that the *gaz* of 16 *girās* is about ½ inch longer than the British yard.

Land revenue. Tenures. 423 651

The land revenue system has been described as *ryotwāri* in ruins. It is probable that the methods of administration introduced under Akbar led to a fictitious joint responsibility, but this was never fully accepted. The land was regarded as the absolute property of the State, and the cultivators were merely tenants holding from year to year, with no rights in the waste land. Within the village, however, the cultivators recognized the acquisition of what may be called a right of occupancy acquired by long prescription (*watān*). At the settlement which commenced in 1887 this custom was accepted by the State, and permanent hereditary rights were conferred on persons who agreed to pay the assessment fixed on the land entered in their names. The right is not alienable by sale or mortgage, and the holder is called an *asāmi*. Besides the ordinary village occupants there were grantees, but these have gradually been converted into *asāmis*.

Settlement. 651

Under the local Sultāns the State share of produce was

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reckoned at one-half, and this was increased to three-quarters by the Mughals. In the absence of any survey or record of rights, the revenue administration was harsh and corrupt. Land agents called *kárdárs* were appointed who parcelled out the land annually, the area of land allotted to each family being regulated by the number of individuals it contained. The State took three-fourths of rice, maize, millets, and buckwheat, and nine-sixteenths of oilseeds, pulses, and cotton. In 1860 the share was reduced to one-half, and villages were made over to contractors called *chakladárs*, who robbed the cultivators and the State. An attempt was made in 1873 to introduce a *ryotwárí* settlement for three years, but the interests of the *chakladárs* and corrupt officials were too strong to allow such an innovation. Abul Fazl, in the *Ain-i-Akbarí*, notes that revenue was chiefly paid in kind in Kashmír, and it was not till 1880 that a so-called cash assessment was introduced. This was made by taking the average collections for the previous three years in each village, and adding a considerable proportion, never less than 30 per cent.; but as a matter of fact, it was left to an official to decide how much revenue would be taken in cash, and how much in kind. There was no pretence of inspecting villages, or of distributing the demand fixed for a whole village over separate holdings, and the dislocation caused by the famine of 1877-9 added to the evils of such summary procedure. Two years later a system of auctioning villages was introduced, which led to even greater abuses, while the commutation rates for grain were altered, so as to injure the cultivators.

In 1887 a regular settlement was commenced in the valley by a British officer, lent by Government. It was preceded by a complete survey, and the revenue was fixed for ten years. Villages were classified according to their position, and standard out-turns of produce were calculated. In estimating the produce, allowance was made for walnut-trees, fruit-trees, apricots, and honey. The assessment was also checked by considering the collections in previous years and reports made by former contractors. Its moderation and even distribution are attested by the return of the cultivators who had fled during the disastrous famine. When the settlement was completed in 1893, it had cost 3·4 lakhs and had raised the revenue by 1·9 lakhs annually. A revision was commenced in 1898 and completed in 1905, the methods employed being similar to those followed at the first regular settlement. This has further raised the revenue in the valley from 13·4 to 17 lakhs, or by

27 per cent. The incidence of revenue varies from about 651 ●
10 annas to Rs. 1 2 per acre, and represents an all-round rate of about 30 per cent. of the gross produce. Regular settlements have also been completed in other parts of the State, such as Gilgit, Jammu, and Baltistán. The total receipts from land revenue amounted to 38·9 lakhs in 1905–6.

Miscellaneous revenue. Excise. 655

The Excise department of the State is chiefly concerned with the manufacture and sale of liquor, including wine and brandy, at the Gupkar distillery. In 1900 the administration was examined by an officer lent by the British Government, and as a consequence private distilleries in the province of Jammu were entirely closed. The total receipts in 1900–1 were only Rs. 50,000, but by 1905–6 they had risen to Rs. 1,37,000.

Stamps. In 1905–6 the total revenue from stamps was 2·22 lakhs, of which 1·6 lakhs represented receipts from judicial stamps.

Customs and octroi. 651

A considerable income is derived from customs and octroi levied on the trade which passes into the State. The receipts amounted to 9·2 lakhs in 1905–6.

Cesses. Cesses are levied, amounting to 12½ per cent. on the land revenue, for the following objects: payments to *lambardárs* (village headmen), 5 per cent.; *patwárís* and *zaildárs*, 4½ per cent.; education, ½ per cent.; and roads, 2½ per cent.

Municipalities. 633

There are two municipal committees in the State, one at Srinagar, and the other at Jammu, presided over by the Chief Medical Officer, Kashmir, and the governor of the Jammu province, respectively. The members are nominated by the Darbár as representatives of different communities. There is no separate municipal fund; the State provides the expenditure for municipal and sanitary purposes, while the receipts, such as octroi, are likewise credited to the general revenues. The expenditure in 1905–6 was Rs. 91,000, of which Rs. 6,400 was met from fees and taxes and the balance by a grant from the State. In other towns conservancy establishments are maintained, which are under the municipal committee of the province in which the town is situated. Great improvements have lately been made in the drainage system of Jammu town. [652] [651]

Public works. 653

The expenditure on public works in 1905–6 was 30·8 lakhs, and will always be heavy. The maintenance of long lines of communication between Kashmir and India and between Kashmir, Gilgit, and Ladákh, the cost of buildings in Srinagar and Jammu, and the enormous losses which have to be repaired when great floods and earthquakes occur render a large annual outlay inevitable. The road from Kohála to Bárámúla alone

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TABLE IV

Principal Sources of Revenue, Kashmír

(In thousands of rupees)

	1895-6.	1900-1.	1905-6.
Opening balance	29,53	41,12	38,26
Land revenue	35,73	38,78	38,91
Customs and octroi	4,22	7,61	9,18
Grazing fees	2,37	3,33	4,84
Excise	37	50	1,37
Receipts from State property in India	1,91	42	36
Stamps	1,37	1,75	2,12
Courts of law	27	30	32
Jails	5	7	19
Post Office	11	...	...
Telegraphs	3	6	8
Scientific and minor departments	7,71	2,70	2,22
Sericulture	7	2,67	14,02
Interest	81	1,49	2,98
Forests	8,09	8,83	13,01
Military	25	29	35
Public works	14	42	58
Miscellaneous	3,90	5,28	2,36
Total	67,40	74,56	92,99
Debt and remittance	1,42,70	1,77,04	3,61,73
Grand total	2,39,63	2,92,72	4,92,98

Durand G-3 (1888-93) 1900 AVI Kashmir AVI

482 arrived I found one man carrying it, a large solid leather kit bag, and his own rations. The weight was at the least a hundred and fifty pounds. I was extremely angry, and made it very unpleasant all round, as plenty of coolies had been arranged for.
563 Nothing of the sort ever occurred again, but my orderlies told me, and I saw enough to show that the report was true, that the sepoys treated the coolies like dogs, and beat them as they would a beast of burden. The fact is, the Kashmiri villager proper, to which class our carriers belonged, comes of a race that has been mercilessly oppressed for centuries by
[798] foreign Mahomedan rulers from India. Being a Mahomedan, he has been specially ill-used since Kashmir passed under Hindu rule. The sepoys and officials of all classes are almost to a man Dogras and other Hindus who have absolutely no sympathy
[147] with the Kashmiri. The race is physically fine, great, strong men and well fed, but morally they are, what their oppression has made them, liars and pitiful cowards, who cringe to the stick of the sepoy like
651 spaniels. My coolies said they were never paid when
661 employed on Government work, and that they generally had to supply their own rations. They certainly expected no pay on this occasion, and were delighted and astonished beyond measure when I saw them paid myself. The Durbar made nothing by the transaction when coolies were impressed, it was duly charged for their hire, but the money stuck in the hands of those drawing it. A new era has now opened, owing to the revenue settlement carried out by my friend, Mr Walter Lawrence, a distinguished member of the Indian Civil Service, whose services

4: Durand G-3 (1888-93) 1900 AV1 Kashmir AV1

were lent to the Durbar for this purpose by Government. The villagers are no longer liable to be dragged out for forced labour if they do not satisfy the extortionate demands of tax collectors and plundering officials. But it will take many a long year before the Kashmiri becomes a man.

The next few marches are up the valley of the Kishengunga, one of the most beautiful in Kashmir. The road runs for the most part near the river, through fir forest and thickets of deciduous trees and bushes, amongst which the white Persian lilac and wild roses show in great profusion. At the lower end of the valley is a splendid grove of branching poplars, beyond which, near Gurais, are a few miles of open cultivation and stretches of meadow land. The steep hill sides for the most part, however, close in on the river; the slopes facing north covered with forest, those facing south bare of trees but grass grown, as is usual in the Himalayas, where the summer sun burns up the southern exposed slopes too much to permit of young woods growing. The mountains rise in grand peaks, broken into precipices hung with fir and birch, and interspersed with alpine meadows.

The height of the Gurais valley is about eight thousand feet, and the climate as near perfection in spring, summer, and autumn as can be found on earth. We habitually marched early for the sake of the coolies, starting any time after four or five, stopping to breakfast at some tempting spot, where we would spend most of the day reading or wandering off the road in search of views and game, and finally reaching camp some time in the afternoon. It was the existence of the nomad, the charm of which once tasted

423 and had since been declared by a competent court to be such. They were granted *assami* rights in subsequent Settlements.

In Ramnagar, Basohli and Mirpur Tehsils of Jammu Province also, almost all lands were owned by the State, but the land-holders were *malguzars*. They enjoyed the right of selling and mortgaging land. In other parts of Jammu Province, some of the lands were held by the Government, and there were numerous occupancy tenants in addition to tenants-at-will. The remaining lands in which the people enjoyed proprietary rights were parcelled out for cultivation to tenants, who had either occupancy rights, or rights of tenants-at-will.

In 1933, His Highness was pleased to grant proprietary rights to *assamis* in Kashmir Province and the Frontier district as well as to occupancy tenants in Jammu Province, in order to create in them a greater sense of self-respect, and self-reliance. The payment of *nazarana* was waived, as a matter of grace. In order, however, to check alienations in favour of non-agricultural classes, the Land Alienation Act and the Right of Prior Purchase Act were enacted, and alienation of land by the land-holder beyond one-fourth of his holding except with the permission of the Wazir Wazarat was prohibited for the first ten years.

No occupancy tenants under the Government exist in Jammu and Kashmir Provinces now. But such tenants exist in the Frontier district, where the *zamindars* were previously allowed to break waste land up to 20 kanals in each individual case. On the recommendation of the Glancy Commission, this limit was removed. Further, lands brought under cultivation prior to S. 1990-91 (October-November 1933) were ordered to be shown as lands held under proprietary rights and lands brought under cultivation subsequent to that date to be shown as lands held under occupancy rights of the cultivators. The *zamindars* of the Frontier district are thus the only occupancy tenants directly under the Government at present.

651 **Settlement.**—The assessment of land revenue, though one of the many functions of the Settlement Department, was perhaps the most important. The standard for fixing revenue in places where the Government did not enjoy

proprietary rights was the same as in the Punjab, namely 651
" half net assets " or half the profits of the proprietor from land cultivated by tenants-at-will. To arrive at the percentage represented by " half net assets," some deductions were made from the gross produce, 8 per cent. to 10 per cent. altogether, on account of customary payments from the common harvest heap before division. This left the divisible produce at about 90 per cent. At the prevailing rent-rate of half the produce, the net profits of the proprietors would be 45 per cent. of the gross produce, which could leave the share of the State at 22½ per cent. Where cash rents were common, which was seldom the case, another set of " half net assets" was obtainable by the simple process of dividing by two the average net cash rent per acre of a given class of land. Where the State held proprietary rights in all land, as in Kashmir, it was in theory entitled to half the gross produce, which it actually took before the first regular Settlement, but this was changed subsequently, and the standard fixed at 30 per cent. of the gross produce.

Record-of-Rights.—The "*Misal-i-Haqqiyat*" or the 423
Record-of-Rights incorporates in a continuous form all 651
facts relating to each holding and field, and these include, among other things, areas, class of soil, source of irrigation, number and kind of trees, rights of holders and tenants, rents, revenue and cesses and statement of special village customs and of rights in irrigation. Details of *jagirs* and other revenue-free grants and genealogical tables of right-holders are also incorporated in the Record-of-Rights. Changes in the Record-of-Rights in respect of revenue or right-holders, are recorded after every four years in what is known as quadrennial or *Charsala Jamabandi*.

Civil Divisions.—For purposes of civil administration, 631
the State is divided into three parts :—

(1) the province of Jammu,
(2) the province of Kashmir, and
(3) the district of Ladakh.

Consequent on the transfer on lease of the Trans-Indus *illaqa* to the Government of India, the Cis-Indus area comprising Tehsil Bunji which was formerly included in the Gilgit district was amalgamated with the Ladakh district during S. 1992-93 (1935-36). It has, however, now been placed under a Revenue Assistant and is included in the province of Kashmir. The heads of the revenue

[651] 631 The heads of the revenue administration in the provinces of Jammu and Kashmir are the two Governors, while the Ladakh district is under a Wazir Wazarat.

Each province is divided into districts called Wazarats and each district is divided into several Tehsils. Some Tehsils also have sub-divisions called Niabats under them. A statement of these divisions is given below :—

Province.	District.	Tehsil.	Niabat.
Jammu	Jammu	1. Jammu.	
		2. Samba.	
		3. Akhnoor.	
		4. Ranbirsingh-pura.	
	Mirpur	1. Mirpur	Naushera.
		2. Bhimber.	
		3. Kotli.	
	Udhampur	1. Udhampur.	
		2. Ramban.	
		3. Ramnagar.	
		4. Bhadarwah.	
		5. Kishtwar.	
	Reasi	1. Reasi	Gulabgarh.
		2. Rajouri.	
	Kathua	1. Kathua.	
		2. Jasmergarh.	
		3. Basohli.	
Kashmir	Anantnag	1. Anantnag.	
		2. Kulgam.	
		3. Avantipura.	
		4. Srinagar.	
	Baramulla	1. Baramulla.	
		2. Sripratapsingh-pura.	
		3. Uttarmachi-pura.	Gurez.
			Sopore.

487 Pir Panjal route. In the reign of Maharaja Ranbir Singh, visitors generally used this way. It had been the favourite route of the Mughal emperors and nobles, and the remnants of the Mughal *sarais* are still to be met with almost at every halting place. The nearest railway station for this route is Gujrat. The distance from Gujrat to Bhimber, which was about thirty miles, could be covered by cart. From Bhimber, Srinagar could be reached in 12 marches of 10 to 15 miles each. The high Pir Panjal range had to be crossed on this route. Thana Mandi lay at a distance of 70 miles from Bhimber. A traveller could take the Poonch route from Thana Mandi and complete the journey in 8 marches by way of Uri. This was, however, difficult and not much favoured.

491 It will thus be seen that the construction of the two roads connecting the Punjab with Srinagar was no mean achievement. Lakhs of rupees were spent on the *pucca* bridle road to Gilgit. Another bridle road connected Srinagar with Leh in Ladakh. Considerable expenditure was incurred on the maintenance and repairs of these roads, all of which passed through difficult mountainous countries. In 1894, the postal service of the State was amalgamated with the imperial service, and in 1897, His Highness' Government entered into an agreement for exchange of services between the State and the Imperial telegraph systems.

205 648

651 In 1887, His late Highness requisitioned the services of a British Officer from the Government of India for the purpose of land settlement. But the real credit for the settlement must go to Mr. (afterwards Sir) Walter Lawrence, who was appointed Settlement Commissioner in 1889, and who brought great sympathy and understanding to bear on his task. The first settlements in Jammu and Kashmir were completed in seven years. The settlement of Astore and Gilgit was completed in 1894. The main features of Mr. Lawrence's work which had the complete approval of His late Highness and the State Council were :—

(a) The State demand was fixed for 10 years.

(b) As a first step towards substitution of payment in cash for payment in kind, the proportion of the latter was so fixed as to cause the least hardship to the cultivators and maintain the confidence of the city population.

(c) The sepoys who attended at harvest to coerce the cultivators were removed.

(d) *Beçar* in its more objectionable form was abolished, and the cultivators who had abandoned their lands for fear of being impressed under *begar* were recalled and settled on their lands.

(e) Occupancy rights of *zamindars* in undisputed lands were confirmed.

(f) Careful enquiry was made into the status of privileged holders of land. The special rates were continued for the term of the first Settlement, but were made subject to re-assessment. Lands in excess of the sanctioned area were, however, assessed at the ordinary rates, even in the case of privileged holders.

(g) Waste lands were entered as *khalsa*, but preferential right for acquiring such lands was granted to *assamis*.

(h) Permanent but non-alienable hereditary occupancy rights were granted to those who accepted the first assessment so long as the revenue was paid.

(i) All land was carefully evaluated on the basis of the next produce, previous collections and the possibility of irrigation.

Mr. Lawrence's work was followed after him by a succession of Settlement Officers. By 1912, practically every Tehsil and district directly administered by the Government was settled either for the first time or in revision. The State share of revenue was fixed at 30 per cent. of the gross produce:

Elementary education was provided throughout the State. Two first grade colleges and two technical schools besides nearly 50 secondary schools and over 600 primary schools were established. Two *zenana* Hospitals at Srinagar and Jammu and over 60 dispensaries in the *mufassil* were opened. Municipalities were established to look after the sanitation and water supply of the cities. Several irrigation canals were constructed in both the provinces. The longest of these, the Ranbir Canal, now serves an area of over a lakh of acres. Tanks were constructed in the *kandi illaqa* of Jammu. Electric installations for lighting and supply of power to factories and workshops were erected in Kashmir and at Jammu. A Flood Spill Channel for diverting the waters of the Jhelum at the time of floods was constructed. Dredging

practically the whole of the life of the people in different spheres. I shall make an earnest appeal to you to make a response to the command in the spirit in which it has been issued and to try for yourselves whether co-operation is not more fruitful than mere non-co-operation, when you are called upon not merely to pass resolutions. But to recommend definite proposals for the amelioration of your fellow citizens."

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The status of cultivators of land, whose condition was little better than that of serfs before the introduction of Settlement of land, has been improved considerably. The maximum State share of revenue is fixed at 30 per cent. of the gross produce, and suspensions and remissions are granted from time to time. The term of a Settlement has been extended to 40 years. Long before the establishment of the Praja Sabha, His Highness had studied conditions of life in the interior of the State by extensive tours. He had also introduced an effective method of keeping in touch with the rural population through conferences of the representatives of each Tehsil in Jammu and Kashmir held annually at the headquarters of the Government. This form of consultation with popular representatives gave His Highness a more intimate knowledge of the real needs and requirements of the masses. As a result of the representations made at these conferences and the discussions that followed, attention was directed towards the improvement of means of communication in the villages, improvement of livestock, grant of cultivable land as *nautor* and provision of more facilities for education and medical relief in the villages. The Agriculturists' Relief Act was enacted, several years before the institution of the Praja Sabha, to protect the agriculturists from the extortion of money-lenders who charged high rates of interest, and was the first of a series of legislations for the protection of the agriculturists. It prescribed the maximum rates of interest and empowered the courts to examine the accounts of a loan and to fix instalments for discharging debts on the basis of the paying capacity of the debtor. Special *ailans* were issued declaring agricultural holdings, livestock, agricultural implements, seeds, etc., as non-attachable for redemption of

426 decrees by civil court. About 4,000 co-operative credit societies with a working capital of about Re. 1 crore [646] provide facilities for credit to agriculturists. The Praja Sabha has a good record of progressive laws passed ever 423 since its inception.[1] The Right of Prior Purchase Act has imposed restrictions on the alienation of agricultural lands, and recognized the right of pre-emption among agriculturists in respect of such land. The Land Alienation Act has further protected the interests of the agriculturists, and stopped transfer of agricultural land to non-agriculturists. 426 The agricultural classes have been defined. The Aid to the Agriculturists and Land Improvement Act provides for grants of loans for improvement of land and relief of distress and the repayment of these loans by easy instalments. In special circumstances under this Act, the payment of particular instalments of a loan may be suspended ● 651 and even free aid may be granted. The *Kahcharai* Act removed inequalities in the incidence of the *kahcharai* tax, and granted exemption to owners of livestock in respect of particular animals of a given age. Before the enactment of this measure, relief had been granted to owners of livestock by executive action in a number of ways. The *nambardari* cess formerly realized on 423 nomadic animals was remitted. Proprietary rights have been conferred on the *assamis* in Kashmir Province and in the Frontier districts, as well as on occupancy tenants in Jammu Province. But the one concession which has substantially added to the resources of village communities throughout the State is the *Rajtilak* boon already mentioned regarding grant of *khalsa* land to the *zamindars* concerned up to cent. per cent. of their holdings. Several *ailans* have been issued to ensure that the boon is properly 313 implemented. Reference has also been made to the extension of rights of the inhabitants of villages in regard to products of forests bordering on these villages. Recently His Highness' Government have further extended these rights on the recommendation of the Forest Enquiry Committee. Millions of cubic feet of timber and fire-wood are every year removed by *zamindars* from the forests free of charge. Forest products are also sold to *zamindars* at concession rates. Forest industries [463] and rearing of cocoons provide employment to tens of thousands in the villages.

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[1] [in 1934 -- Analyst]

657 To insure against food scarcity that had previously
623 threatened the village areas in Kashmir Province, the *panchayats* in Kashmir Province collected in S. 1999, 60,000 *kharwars* of *shali* and maize on *khush-kharid* basis for use in times of scarcity.

With a view to minimizing the migration of unskilled workers from Kashmir Valley to the plains in the winter for work and finding suitable productive work in the State itself for the men who migrate and as near their homes as possible, the Rural Development Department was entrusted with investigating the matter and preparing lists of men who migrate and the kinds of work suited to them. With the help of the *panchayats*, the Department was able to submit the details to the Government within a very short time of a month and a half. On the basis of this information, the Government appointed a committee for devising schemes calculated to provide labour to such labourers. As a result of the recommendations of the committee, Government sanctioned several schemes for providing employment to large numbers of people.

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656 Nor have the interests of the masses of the urban population which include manufacturers and traders, artisans and craftsmen, owners of house-boats and boatmen and skilled and unskilled labourers been lost
658 sight of. Primary education for boys has been made free and compulsory in the cities and important towns. As recommended by the Glancy Commission, the fees previously imposed on visitors to the Mughal Gardens near
• 651 Srinagar were abolished. Taxes on boat-men have in certain cases been reduced or remitted, and sites for mooring of house-boats have been provided either at cheap rates or free of rent. An industrial exhibition
441 has been held at Srinagar annually since 1929. The
543 exhibition attracts a large number of people including visitors, with the result that not only have there been greater sales, but there has been marked improvement in the variety and the finish of the goods produced. In order to provide assistance in the marketing of goods manufactured in the State, an Industrial Museum and Sales Emporium was opened at Srinagar towards the end of 1941. A similar institution has been started at Jammu also.

6:India G-3 (1931)1933 AVI Kashmir AVI

312 Taking off from the right bank of the Chenab river the canal flows perennially over a total length of 24·15 miles commanding an area of 15,000 acres. It is more of a protective than productive irrigation work and the expectation of a good return has not been fully realized as the zamindars are not keen to utilise canal water in spite of the low *abiana* rates.

312 376 *Ranbir Canal.*—This is the largest and most important canal in the State and was started with a project estimate of Rs. 1,700,000 in 1903 and spread to 1908. Taking off from the left bank of the Chenab near Akhnur and following for the first 4½ miles in the line of the old Shahi canal it flows for 39 miles in the main channel and 212 miles in the distributaries (total 251 miles) and is capable of commanding an area of 108,000 acres. Besides serving as an irrigation channel for 16 miles, propelling the turbines of the Jammu Hydro-Electric installation which supply electricity for lighting the city of Jammu, running the Water Works purifying plant, driving the looms of the Sericulture Department and mills of the city, the canal has greatly ameliorated the condition of the rural population of the Jammu district and has proved a great productive work bringing a fair revenue to the State.

312 *Basantpur Canal.*—Commenced in 1914-15 with a project estimate of Rs. 290,000 and intended to irrigate 7,427 acres the irrigation from the canal has not been satisfactory as the discharge of 120 cusecs which could be taken into it under an agreement with the Punjab Government has proved very inadequate as the land being porous and stony absorbs a large percentage of this supply. The canal takes off from the right bank of the Ravi about 3 miles above the Madhopur Head Works (Kathua) and has a total length of 13 miles. It has no *Rabbi* irrigation since under the agreement water can be drawn into it from 1st of April to 30th September only.

Ujh Canal.—Started in 1915 with a sanctioned cost of Rs. 280,000 the canal was completed only in 1923 *i. e.* during the current decade with a total length of 46 miles. It takes from the river Ujh and serves an area of 1,480 acres of land in the Jasmergarh tehsil of the Kathua district.

Upper Jhelum Canal Distributaries.—These distributaries 8 in number, 15 miles in length and constructed at a cost of a lac of rupees take out from the Upper Jhelum Canal in the area through which the canal passes in the State territory. The total area of Mirpur and Bhimber tehsils expected to be irrigated was 7,600 acres but so far very little irrigation has been received as the seepage from the Upper Jhelum Canal has done considerable damage to this Illaqa.

312 651 *Revenue Kuhls.*—Besides the above irrigation works the following four *Kuhls* have been constructed to help the irrigaton in the Gilgit Agency and Ladakh Wazarat the income whereof is appropriated by the Revenue Department.

(*i*) *Kurbathang Kuhl* in Kargil tehsil.

(*ii*) *Safed Pari Kuhl.*—A vast tract of uncultivated land near Safed Pari and Chakarkot maidan between miles 18 and 23 of the Bandipur-Gilgit road was thirsting for irrigational facilities in spite of its proximity to the deep Gilgit river. Scarcity of fodder and grain in Bunji and Gilgit and high temperature of the tract invited the attention of officers who in 1912 attempted the construction of a small *Kuhl* through a company of Sappers and Miners but the work was left incomplete. In 1913 construction of *Kuhl* from Sai Nallah on the other side of the hill range about 4 miles above Jagrote village along with its Chakarot branch was started at an estimate of Rs. 30,145 and successfully completed in two years. The *Kuhl*, apart from irrigating 2,000 acres has proved a boon for travelling public by considerably modifying the climate of the district and providing homes for numerous Yagistanis and other people.

(iii) *Naupur Kuhl.*—Owing to insufficiency of water in the old Naupur *Kuhl* a new *Kuhl* taking off from Kargil Nallah was constructed in 1924-25 at an outlay of Rs. 21,174 to irrigate lands of Naupur, Naiku and Burmas villages as also to compensate the zamindars of Burmas village who were promised water in exchange for the Burmas Spring water diverted for Gilgit water supply. 312 651

(iv) *Harban Kuhl.*—The construction of this *Kuhl* in Harmosh Illaqa in Gilgit district which was completed only last year is expected to ameliorate considerably the condition of the Illaqa.

1922-29.—This period which entirely falls within our decade is unique in the history of irrigational development in the State as in his capacity of the Senior and Foreign Member the present Ruler of the State drew up a scheme for the breaking up of the Public Works Department into three separate departments namely (1) Roads and Buildings, (2) Irrigation and (3) Electricity, each under the control of a separate wholetime Chief Engineer who will be able to devote his whole-hearted attention and energies to the development of his particular branch. Since this scheme marks an era in the inauguration of a vigorous policy of development it is only fair to quote briefly the highly beneficient intentions of the Ruler which show the depth of patriotic feelings and irresistible love for the welfare of the people : – 312 653

"Under the present system one State Engineer controls Roads and Buildings, Irrigation and Electricity. In all three branches the State is in a very backward and undeveloped condition and our only hope of progress appears to be in separating these three branches and placing each under the control of a competent and energetic officer who would thus be able to devote his whole time and attention to the development of his particular branch.

Taking each branch separately we find that our communications are exceedingly bad. We have in Kashmir roads leading into the valley, one from Rawalpindi, being long established, is in good order. The road from Jammu is quite unfinished and requires a very great deal of attention. This road being an all-State route, should be developed as rapidly as possible and made into the main trade and passenger artery of the State. When we leave these two main roads we find that outside the actual valley of Kashmir, hardly a road worthy of the name exists in the State. I have lately travelled from Jammu via Batote and Bhaderwah and Kishtwar and over the Simthan Pass into the valley of Kashmir and I can personally certify to the dire necessity of developing our internal communications. Apart from the needs of our people roads are necessary for the development of our great forest properties.

Turning to irrigation, the production of more and more food is necessary because our population continues to increase as a matter of course. All our culturable areas excluded from forests have been brought under the plough, and the production of more food cannot be hoped for from cultivated areas dependent upon rainfall alone. Our only hope lies in extension of irrigation whereby the produce of already cultivated fields would be greatly increased. We are the happy possessors of abundant rivers and streams and it is most discreditable that we have not taken full advantage of this bounty of nature.

In consequence I propose that in future instead of having one State Engineer to control these three branches of our Public Works, we should employ three men".

This resulted in the constitution of the Irrigation Department having two Divisions in Jammu and one in Kashmir showing the following progress during the decade 1921-30.

In Kashmir besides survey work for various irrigation schemes the construction of Zainagir Canal started in 1980/1923 at an estimated cost of rupees eleven lacs has been brought to completion and opened during the year 1987-88/1931. The canal having a total length of 43·8 miles (Main 21·1 and Distributary 227) is expected to irrigate an area of 14,200 acres annually out of total commanded area of 18,000. It takes off from Madmati stream. 312

2: Biscoe M-3 (1890-ca.1920) 1922 AV4 Kashmiri AV4
Kashmir AV1

Ki 539 mounted; and the horse, which could have carried one, became so exhausted under the weight of three, that, on reaching his stable, he died."

The application of the story is obvious enough, and is a good illustration of the natural wit of the Kashmiris.

Kr 708 651 Ki 651 There was another matter which troubled them much, and that was the forced labour on the Gilgit road. Gilgit, an outpost to the north of Kashmir, 200 miles from Srinagar, was garrisoned by Kashmir troops. It is situated in a foodless region, so the troops had to be fed from the Kashmir Valley. No road had been made there, so all the supplies had to be carried by coolies. These men were collected from the villages with the aid of press-gangs. The sepoys always brought in more than were required so that those who had money could buy themselves off their hands.

Kr [708] 567 651 Ki 651 567 At Bandipore they were collected and loaded up. The only rations allowed them was a seer of rice per day; this they had to carry, plus the straw for making their straw shoes, plus their load of food for the garrison. No provision was made for them as they crossed the snow passes, so that many died on the road, and often it happened that when they did reach Gilgit they were sold as slaves to the wild inhabitants of that inhospitable region. The grandfather of one of my servants, who was sent there, was exchanged for a Chinese dog, but later on he escaped.

000 Dr Arthur Neve, in his book, *Thirty Years in Kashmir*, writes:

"To the Englishman the word Gilgit should recall the many gallant deeds of the nineties—the capture of Hunza, the relief of Chitral, and the Pamir Commission. During the last half-century Kashmir is the only Indian native state that has increased in area. And the increase